

The Clerk read as follows:

Amendment offered by Ms. FURSE: At the end of title II (page 16, after line 3), add the following new paragraph:

REDUCTION OF FUNDS

Amounts appropriated in other paragraphs of this title are hereby reduced as follows:

From OPERATION AND MAINTENANCE, ARMY, \$12,950,000.

From OPERATION AND MAINTENANCE, NAVY, \$3,500,000.

From OPERATION AND MAINTENANCE, MARINE CORPS, \$1,750,000.

From OPERATION AND MAINTENANCE, AIR FORCE, \$7,700,000.

From OPERATION AND MAINTENANCE, DEFENSE-WIDE, \$9,100,000.

Mr. MURTHA (during the reading). Mr. Chairman, I ask unanimous consent that the amendment be considered as read and printed in the RECORD.

The CHAIRMAN. Is there objection to the request of the gentleman from Pennsylvania?

There was no objection.

Ms. FURSE. Mr. Chairman, I am just going to thank the chairman and the ranking member for accepting the amendment. I will not take any more of the time.

Mr. Chairman, I rise to offer an amendment that makes sense for the U.S. taxpayer and that makes sense for our military transportation system. First, however, I want to express my appreciation for the excellent leadership of Chairman YOUNG and Ranking Member MURTHA. Their collegiality is the hallmark of this fine institution in which we work.

My amendment reduces funding for USTRANSCOM—the transportation command—by an additional \$35 million. It will cut out layers of unnecessary wasteful bureaucracy so that the Department of Defense transportation system can operate more efficiently and adopt practices more similar to those utilized in the private sector.

The U.S. Transportation Command budget is estimated at \$4 billion for fiscal year 1997. The General Accounting Office recommended reducing that budget in order to encourage making needed organizational changes.

Our defense transportation costs are much higher than necessary. The Department of Defense frequently pays double or triple the cost of the basic transportation, ocean freight, for example, because of redundant bureaucratic structures.

DOD's transportation system is organized in substantially the same way it was more than a decade ago before the era of containerization. Containers are a much more efficient means of moving cargo intermodally—a container can be trucked overland, shipped across the ocean and then trucked to its ultimate destination without being unpacked at transfer points.

Mr. Chairman, my State of Oregon that is perched on the Pacific rim knows about trade. Our industries know how to move our products around the world in an efficient manner. I know that we can create a seamless, intermodal transportation system that best serves our national security needs. DOD has begun to make some efforts in that direction, but I believe organizational changes are needed in order to achieve real savings.

I urge support for my amendment which will build upon the outstanding work of the subcommittee in implementing those changes.

The CHAIRMAN. The Committee will rise informally in order that the House may receive a message.

The SPEAKER pro tempore (Mr. McCrery) assumed the chair.

MESSAGE FROM THE SENATE

A message from the Senate by Mr. Lundregan, one of its clerks, announced that the Senate agrees to the report of the committee of conference on the disagreeing votes of the two Houses on the amendment of the Senate to the concurrent resolution (H. Con. Res. 178) "Concurrent resolution establishing the congressional budget for the United States Government for fiscal year 1997 and setting forth appropriate budgetary levels for fiscal years 1998, 1999, 2000, 2001, and 2002."

The SPEAKER pro tempore. The Committee will resume its sitting.

DEPARTMENT OF DEFENSE APPROPRIATIONS ACT, 1997

The Committee resumed its sitting.

The CHAIRMAN. The Chair recognizes the gentleman from Florida [Mr. YOUNG].

Mr. YOUNG of Florida. Mr. Chairman, I rise in opposition to the amendment.

Mr. Chairman, I rise in opposition to the amendment because we are not exactly sure what the effect of it would be. Basically these cuts come from operation and maintenance for all the services. We have made substantial efforts to substantially improve quality of life for the people who serve us in the military.

Mr. Chairman, having just been handed a different copy of the amendment, let me ask the question, is this one not operational now?

Mr. Chairman, I yield to the gentleman to answer the question. We are not sure what amendment is pending. It is difficult to get these amendments at the last minute and not know exactly what the effect might be. We have been very careful in crafting the bill to pretty much know what the effect of what we did might be.

Mr. Chairman, I would like to ask the gentlewoman from Oregon [Ms. FURSE], to give us some assurance that her amendment is not directed at operation and maintenance for the services that would affect barracks repair, for example, or quality of life issues, education, things of this nature.

I yield to the gentlewoman from Oregon [Ms. FURSE].

Ms. FURSE. Mr. Chairman, it would help the Department of Defense transportation system operate more efficiently. It would be just directly at that efficiency of operation for U.S. Transcom.

Mr. YOUNG of Florida. Mr. Chairman, just to make sure that we understand, the paper that I was given originally as the gentlewoman's amendment that did relate to operations and maintenance, that is not the operational

amendment that we are dealing with now?

Mr. FURSE. That is correct, Mr. Chairman. I apologize that I caused that confusion. I thank the gentleman for his patience with me.

Mr. YOUNG of Florida. Mr. Chairman, we are willing to accept this amendment.

The CHAIRMAN. The question is on the amendment offered by the gentleman from Oregon [Ms. FURSE].

The amendment was agreed to.

AMENDMENT OFFERED BY MR. YOUNG OF
FLORIDA

The CHAIRMAN. The pending business is the demand for a recorded vote on the amendment offered by the gentleman from Florida [Mr. YOUNG] on which further proceedings were postponed and on which the ayes prevailed by voice vote.

The Clerk will redesignate the amendment.

The Clerk redesignated the amendment.

RECORDED VOTE

The CHAIRMAN. A recorded vote has been demanded.

A recorded vote was ordered.

The vote was taken by electronic device, and there were—ayes 396, noes 25, not voting 13, as follows:

[Roll No. 239]

AYES—396

Abercrombie	Chabot	Ehlers
Ackerman	Chambliss	Ehrlich
Allard	Chapman	Emerson
Andrews	Chenoweth	Engel
Archer	Christensen	English
Armey	Chrysler	Ensign
Bachus	Clay	Eshoo
Baessler	Clayton	Evans
Baker (CA)	Clement	Farr
Baker (LA)	Clinger	Fattah
Baldacci	Coble	Fawell
Ballenger	Coburn	Fazio
Barcia	Coleman	Fields (LA)
Barrett (NE)	Collins (GA)	Fields (TX)
Barrett (WI)	Collins (IL)	Filner
Barton	Collins (MI)	Flake
Bass	Combest	Flanagan
Bateman	Condit	Foglietta
Becerra	Conyers	Foley
Beilenson	Cooley	Ford
Bentsen	Costello	Fowler
Bereuter	Cox	Fox
Berman	Coyne	Frank (MA)
Bevill	Cramer	Franks (CT)
Bilirakis	Crane	Franks (NJ)
Bliley	Crapo	Frelinghuysen
Blumenauer	Cremins	Frisa
Blute	Cubin	Frost
Boehlert	Cummings	Funderburk
Boehner	Cunningham	Furse
Bonilla	Danner	Galleghy
Bono	Davis	Ganske
Borski	de la Garza	Gekas
Boucher	Deal	Gephardt
Brewster	DeFazio	Gibbons
Browder	DeLay	Gilchrest
Brown (CA)	Dellums	Gilman
Brown (FL)	Deutscher	Gonzalez
Brown (OH)	Diaz-Balart	Goodlatte
Brownback	Dickey	Goodling
Bryant (TN)	Dicks	Gordon
Bryant (TX)	Dingell	Goss
Bunn	Dixon	Graham
Bunning	Doggett	Green (TX)
Burr	Dooley	Greene (UT)
Burton	Doolittle	Greenwood
Buyer	Dornan	Gunderson
Calvert	Doyle	Gutierrez
Camp	Dreier	Gutknecht
Campbell	Duncan	Hall (OH)
Canady	Dunn	Hall (TX)
Cardin	Durbin	Hamilton
Castle	Edwards	Hancock